



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

Draft (Revised) May, 2007

**Technical
Scope of Work
Southeast Los Angeles County
SR-91/I-605/I-405 Freeway
Corridors Major Corridor
Study (MCS)**

Revised – May, 2007

TECHNICAL SCOPE OF WORK SOUTHEAST LOS ANGELES COUNTY SR-91/I-605/I-405 FREEWAY CORRIDORS MAJOR CORRIDOR STUDY

I. PROJECT BACKGROUND AND OVERVIEW

Figure 1 shows the freeway system in Southeast Los Angeles County. This portion of the county includes the Ports of Long Beach and Los Angeles. The freeway system shown in Figure 1 plays a critical role in the region's economy and well being, but also in the prosperity experienced by the state and the nation. The Ports of Long Beach and Los Angeles (the San Pedro Ports) rank third in world container sea trade and represent the nation's most important port region. Port-related truck traffic has significant influence on the existing conditions of the freeways shown in Figure 1 in Southeast Los Angeles County. Currently trucks can account for 20% or more of freeway capacity and this traffic is expected to grow substantially due to continuing expansion of the Ports, interstate freight movement, weekday commuter traffic (including car-pools) and weekend recreational traffic.

In response to increasing truck volumes, an I-710 Major Corridor Study (MCS) was completed in 2005 with a local preferred strategy consisting of ten (10) general purpose lanes and four (4) separated truck lanes for that freeway (from ports to SR-60 freeway). An EIR/EIS for these improvements is currently underway. As a result of the traffic projection analyses prepared for the I-710 MCS it appeared that significant truck volumes would occur in the future on the SR-91 and I-605 freeways east of I-710. Therefore, the cities adjacent to the SR-91 and I-605 freeway corridors commissioned a Needs Assessment for these two freeways. This Needs Assessment estimated existing and future traffic volumes (general purpose, car-pools and heavy-duty trucks) and was completed in 2005. It showed future significant heavy duty truck volumes on most of the freeways shown in Figure 1 resulting in significant congestion when combined with future general purpose traffic and car-pools.

In addition to the I-710 MCS there are currently other transportation studies being completed in the area in and around Southeast Los Angeles County. These include but are not limited to:

1. San Pedro Bay Port's Clean Air Action
2. I-5 EIR/EIS (I-605 to SR-91)
3. I-5 EIR/EIS (I-605 to I-710)
4. Metro/OCTA Transportation Coordination Study
5. Multi-County Goods Movement Action Plan
6. Inland Port Feasibility Study (SCAG)

All of these studies could affect truck volumes on the freeways shown in Figure 1.

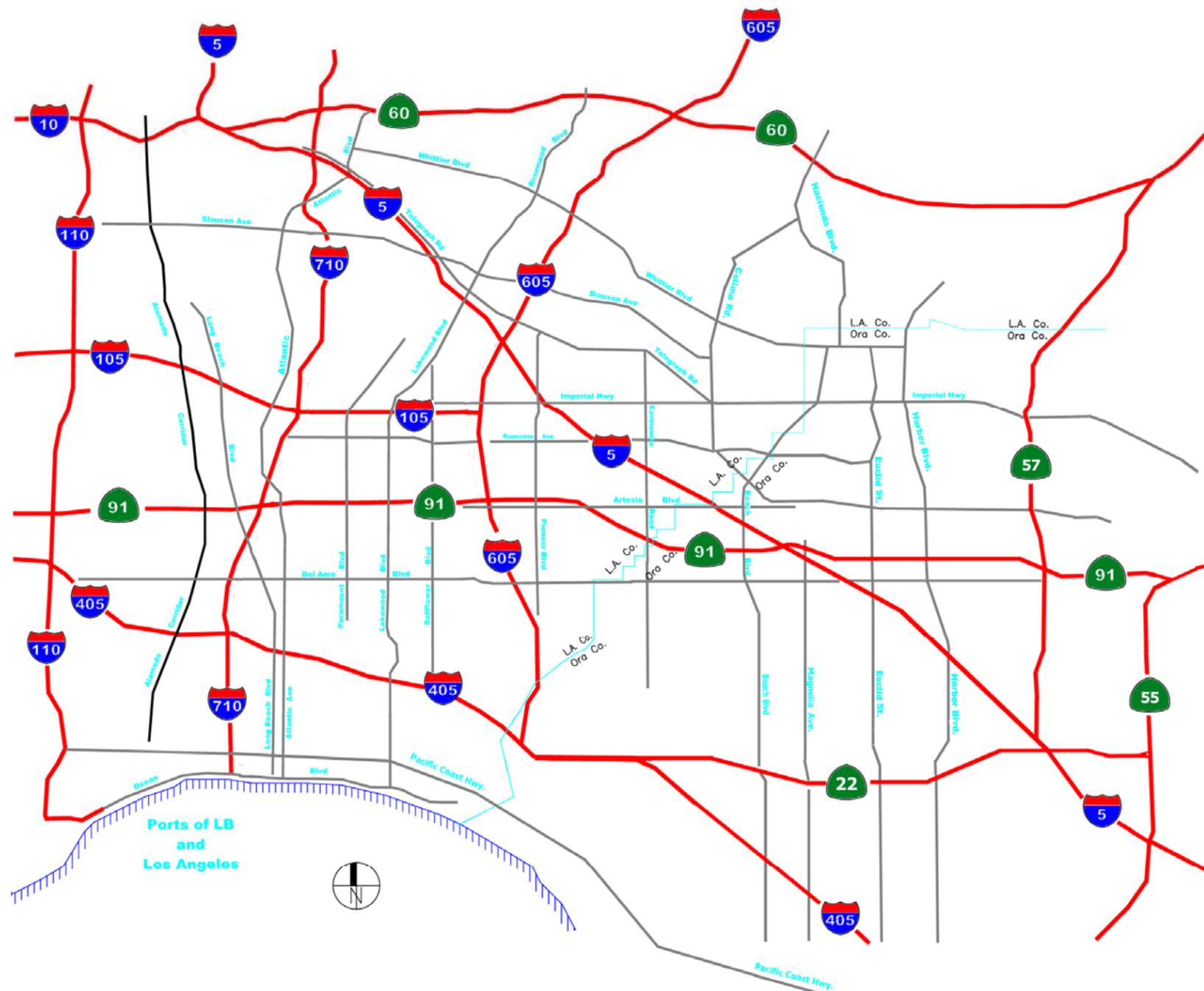


Figure 1
Freeway System
Southeast Los Angeles County

To adequately address all the interrelated issues of transportation within the Freeway Corridors shown in Figure 1, a **Regionally Significant Transportation Investment Study (RSTIS)** is required. Within the context of regional transportation planning for freeway corridors, the first step toward a strategy or program development is the RSTIS or a corridor feasibility study of alternatives including a National Environmental Policy Act (NEPA) “purpose and need” statement and preliminary environmental document.

SCAG, in cooperation with other stakeholders, has to approve initiation of the RSTIS for a freeway corridor and the scope for the RSTIS. Before a project can be included in the Regional Transportation Improvement Plan (RTIP) for construction, the project must be one of the alternatives in a completed RSTIS, and most have a completed project initiation document and cleared environmental documents. The RSTIS will be included in SCAG’s Overall Work Program (OWP).

Regionally significant alternatives must be evaluated by the RTP performance measures in order to be considered for incorporation in the RTP. Furthermore, a RSTIS is required (taking the form of a Major Corridor Study (MCS)) to evaluate the effectiveness and cost-effectiveness of alternatives in attaining local, regional, state and national goals and objectives. That analysis is to consider the direct and indirect costs (of capital, operating and maintenance and right-of-way) of alternatives; benefits or impacts of mobility improvements; air quality requirements; social, economic and environmental impacts, including environmental justice; safety, operating efficiencies; financing (federal, state and private sources); energy consumption; and public outreach. The results of the RSTIS help lead to a decision by SCAG, in cooperation with participating public and private organizations, on the design and scope of the investment for the RTP. The preferred alternative of the RSTIS must meet the performance and financial criteria established by the RTP, and it must be approved by the Regional council before being included in the RTP and RTIP.

This Scope of Work addresses the transportation issues for the freeway corridors with the preparation of a Major Corridor Study for the study area shown in Figure 2 as required for the RSTIS by SCAG. The east limit is the Orange County line and Beach Blvd. and the west limit varies from Lakewood Blvd. for I-405, Alameda St. for SR-91 and Atlantic Blvd. for the I-105. The east limit for I-405 will include the SR-22/I-405 Interchange. These limits include parallel major arterial highways to the freeways highlighted in Figure 2.

II. STUDY GOALS

A. To conduct a comprehensive evaluation of the overall transportation system, the results of which will be assembled into a Corridor Analysis Report and will include a Preferred Alternative assuming a built-out environmental for all alternatives considering existing houses and businesses;

B. To prepare a Project Study Report (PSR) that is logically segmented for programming transportation projects (may be several PSRs and/or PSR equivalent documents); and

C. To prepare “pre-PSR” documentation for selected projects judged by policy makers to be of sufficient priority to require this level of analysis for agencies to secure additional funding.

A “Tier I” environmental document, most likely an Environmental Impact Statement/Environmental Impact Report (EIS/EIR), shall also be prepared as part of the SR-91/I-605/I-405 Freeways Corridor Study. The estimated length of time to complete the study is 24 months. Consultants are encouraged to develop timeliness based on experience and like studies.

III. PROJECT STRATEGIES

The Corridor Analysis will involve the comprehensive evaluation of the multimodal, intermodal transportation system, and this evaluation shall be generally consistent with the format and procedures defined by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) for a Regionally Significant Transportation Investment Study (RSTIS) (Attachment 1 – SCAG RSTIS Procedures Manual). The PSR related activities for State facilities must be consistent with *Caltrans*’ most current format, standards, policies and procedures. Engineering plans for other elements of the preferred alternative shall provide a level of detail necessary for agencies to proceed with initiating project documents for programming.

Project strategies are as follows:

- Address intermodal and multimodal issues to improve mobility and access needs for both commuters and freight
- Seek efficient ingress/egress at the Ports of Long Beach and Los Angeles and railroad facilities between the ports and the Route 60 Freeway (the economic importance of the ports within the region, state, and nation shall be documented) along the various freeway corridors shown in Figure 2
- Coordination with the other transportation studies surrounding the study area
- Seek efficient ingress/egress at Freeway’s Corridor interchanges and key intersections within the study area shown in Figure 2
- Develop capital-intensive, operational and technology-related solutions
- Develop cost-effective, short-term solutions to be implemented in near future, as well as medium- and long-term programs, policies and projects necessary for achieving significant, sustaining results.

IV. OBJECTIVES

1. Provide efficient ingress/egress at the Ports of Long Beach and Los Angeles and railroad facilities between the ports and Route 60 Freeway along the freeway corridors shown in Figure 2
2. Reduce passenger vehicle and truck congestion along the freeways, highway and surface streets
3. Control truck traffic on local and arterial highways
4. Improve mobility and access
5. Identify measures to improve safety of all modes

6. Reduce incursion of non-residential traffic into residential neighborhoods
7. Reduce air pollution, especially carbon monoxide (CO) and particulates (PM10 and PM2.5 and other air toxins), with particular regard to sensitive receptors such as residential areas, schools, hospitals and eldercare facilities

V. CONSULTANT RESPONSIBILITIES

The *Consultant* will conduct the technical work identified in tasks listed in this Scope of Work. The tasks focus on specific objectives to develop feasible alternative design concepts for improving the Freeway Corridors. Specific objectives of tasks are as described below:

1. To identify the existing and future baseline multimodal, intermodal transportation system performance within the Freeways' Corridors, e.g., identify current and projected mobility problems and issues associated with the Freeways, local circulation, bus transit, and goods movement. Travel demand forecast modeling shall be performed for personal travel and freight movements.
2. To identify and evaluate a wide range of alternatives, and propose a "preferred alternative" for improving freeway mainlines and interchanges, major parallel and intersecting highways, rail transit service, bus route and service, and goods movement within the Corridors. This includes general purpose traffic, car-pool (HOV) traffic and heavy-duty truck traffic (all with assigned freeway lanes.) The preferred alternative will be a key product of the Corridors Analysis Report. PSRs/PSR equivalents shall be developed from the preferred alternative (logically segmented for programming transportation projects). Also, "pre-PSR" documents will be prepared based on the preferred alternative identified.
3. To identify, coordinate and evaluate regional goods movement, regional transportation connectivity from the I-710 (and the Ports) to goods movement destinations inland (Northeast) of the study area. This will be performed in coordination with the other relevant studies previously listed (or other studies not listed but underway) as appropriate to ensure that goods movement transportation system are regionally complementary. The results of this Major Corridor Study shall be complementary and compatible with all the other transportation studies for adjacent or adjoining projects to provide a regionally connected transportation system.

4. To evaluate constraints associated with alternatives, such as, engineering, environmental, political, and/or economic constraints.
5. To analyze and document the right-of-way requirements of alternatives, with a primary focus to provide preliminary engineering plans for Freeways improvements.
6. To prepare a detailed cost estimate, and evaluate the financial feasibility, of the preferred alternative and to develop implementation strategies.
7. Provide a thorough and comprehensive evaluation of traditional and non-traditional financial strategies to fund the preferred alternative.
8. Coordination with a community participation and consensus building program.

Tasks will also include:

9. Identifying the existing and future baseline multimodal, intermodal transportation system performance with the Freeway Corridors;
10. Identifying land use, environmental and economic development issues as they relate to the transportation infrastructure and services;
11. Identifying the “livable communities” issues as they relate to major transportation infrastructure and main trunk line services;
12. Ensuring that the community and public/private sector stakeholders are involved in the Study process;
13. Identifying current and projected mobility problems and issues associated with the Freeways, local circulation, bus transit, air cargo, and goods movement;
14. Travel demand forecast modeling for personal travel and freight movements;
15. Assessing the growth of traffic and congestion at the interchanges and parallel and intersection routes;
16. Identifying and addressing community concerns and environment issues along with community and environmental impacts and mitigation measures; and

17. A community participation process that will involve local community advisory committees and a corridor advisory committee to provide community participation including meetings, from the beginning to the end of the Major Corridor Study leading to community consensus for locally preferred strategies for the Freeway Corridors shown in Figure 2.
18. A Technical Advisory Committee (TAC) input and participation process, including meetings of city staffs, throughout the process for the preparation of the Major Corridor Study leading toward TAC recommendations for the locally preferred strategies.
19. Assessing right-of-way availability and needs for each alternative and associated right-of-way impacts.

Tasks will also focus on:

20. Identifying design and operational constraints;
21. Establishing preferred alternatives;
22. Developing detailed cost estimated for improvements;
23. Evaluating the financial feasibility of the preferred alternatives;
24. Providing a thorough and comprehensive evaluation of traditional and non-traditional financial strategies;
25. Determining potential mitigation needs;
26. Preparing preliminary engineering plans;
27. Assessing the feasibility of intelligent transportation systems (ITS) applications and operation in the corridors;
28. Coordinating with all other relevant corridor studies/projects to ensure that analysis and results are complimentary, particularly relating to trucking issues and goods movement, transit and local circulation; and SR-91/I-605/I-405
29. Conferring with the *Freeway Corridors Policy Committee (CPC)* and elected officials to address issues and concerns.

Task 1. Mobilization, Project Management, Administration

The ***Consultant*** shall describe how they intend to manage and administer the SR-91/I-605/I-405 Freeway Corridors Study. Attachment 2 provides a partial list of standard

requirements for contractors performing this type of work. This project will be managed under contract with the Gateway Cities Council of Governments (COG) in partnership (funding) and participation of Caltrans, Metro and SCAG.

Within 30 days from the notice to proceed, the *Consultant* shall submit a *Draft Project Management Plan* for review, which will include:

- *A detailed project schedule*, showing the critical path and appropriate milestones. Contractor shall prepare a Project schedule showing the critical path and appropriate milestones. This schedule shall be submitted to the *COG Project Manager* within 30 days after award of Contract. The Project Manager prior to distribution to others shall approve any changes to the project schedule.
- *A comprehensive quality control and assurance program*. Subcontractors will be required to implement and maintain similar quality control procedures. All work will be checked and crosschecked and all deliverables will be reviewed and approved by *Consultant project manager* prior to submission. Independent Peer Reviews will be made during both the conceptual and final study phases.

The Plan shall establish a process whereby all preliminary, review and draft reports, calculation and plans are checked for quality, completeness and readability before submittal and all job-related correspondence and memoranda are routed and received by affected persons and then bound in appropriate job files

- *Project administration*, which will address budgeting and preparation of invoices in accordance with *COG* requirements. A dedicated Project Administrator will be assigned to the project to ensure continuity throughout the duration of the project and to establish good communications with *COG* staff.
- *Progress reports* will be prepared and submitted monthly and will be accompanied with a narrative describing the work accomplished during the reporting period, summary of meetings held and discussion of outstanding issues and action items. The reports will also include updated progress schedule, manpower and cost reports which compare actual versus planned expenditures and any concerns or significant problems with recommendations for corrective actions. The progress reports will also summarize tasks to be accomplished during the next period. The *COG Project Manager* will review and comment on reports via electronic communication prior to distribution to Study committees.
- *Project meetings* will be supported and assisted by *Consultant* in the scheduling and conduct of project/progress meetings to be conducted periodically with Study committees. Twenty-four Study committee

meetings (for the committees listed below) will be held during the duration of this project. The meetings will discuss progress, general and specific project issues, and will be the forum for the exchange of information, resolving issues and delivering guidance and direction. Guidance and direction of the project will be received from these meetings and **COG Project Management** only. **Consultant** shall describe commitments in organizing Policy Advisory and Technical Advisory Committees (**TAC**). **Consultant** shall describe commitments in organizing the **SR-91/I-605/I-405 Freeway Corridors Policy Committee (PC)** and technical Advisory Committee (**TAC**). The **CPC** shall be comprised of elected officials, executive managers, and/or senior staff from, at minimum, **Caltrans, Metro, SCAG, the Gateway Cities COG**. The **TAC** shall be comprised of technical engineering and planning representatives from the aforementioned agencies and organizations and will provide technical assistance and advisory input to the Study. The **TAC** shall also include representatives from, at minimum, staff representing the Federal Highway Administration (FHWA), local jurisdictions along the SR-91/I-605/I-405 Freeway Corridors shown in Figure 2, the California Highway Patrol (CHP), South Coast Air Quality Management District (SCAQMD), the Auto Club, trucking industry, railroads, and other interested private and public parties. **Consultant** shall prepare agendas for and the minutes of these meetings and forward via electronic communication for review by **COG** staff prior to distribution.

- Community participation and meetings will be supported, assisted and attended by the **Consultant**. These meetings will be scheduled, coordinated and managed under separate contract by a facilitator hired by the COG. Attachment 4 is the Scope of Work for the separate community participation consultant. The MCS consultant will provide all the materials, reports, plans to be reviewed by the community committees and plan on attending all the meetings listed in Attachment 4. The **Consultant** will work closely with the community committees and the facilitator to respond to the concerns, questions and issues from the committees. The **Consultant** shall submit a separate report to describe their proposed coordination with the community advisory committees. The **Consultant** will work with these committees to integrate their input, issues and concerns into the project (working through the facilitators) and build consensus for corridors' improvements for locally preferred strategies. This draft report shall be submitted to the COG Project Manager for review, approval and distribution, within the first 30 days from the notice to proceed.
- **Other Agency coordination** will be supported and assisted by **Consultant** in coordinating and communication with all involved agencies and affected parties. **Consultant** will prepare minutes, reports, letters, memos

an other date for **COG** staff review via electronic communication prior to distribution.

Contractor may establish direct contact with governmental regulatory and resource agencies and others for the purpose of obtaining information, expertise, and assistance in developing baseline data and resource inventories. The Contractor shall maintain a record of all such contacts and shall transmit copies of those records to **Project Manager** on a regular basis. The Consultant should assume at least two presentations to each of the city councils that are members of the CPC.

- **Subcontracts** will be executed and directed and work coordinated by consultant. Contract terms and conditions of the prime contract will be incorporated into the subcontract agreements. **Consultant** will be the primary contact for dealing with the subcontractors and the deliverables, which will be reviewed and approved by **Consultant** prior to submission.
- **Project file** will be developed and maintained and will be indexed in accordance with the **Caltrans** Project Development Uniform File System, and at the end of this contract, provided **COG Project Manager** with a hard copy, diskette, and acceptable electronic format of all files, presentation materials, engineering plans, and all other products described and/or implied herein).

Task 1. Deliverables:

- 1-1. Draft Project Management Plan – due within 30 days of receipt of Notice to Proceed**
- 1-2. Final Project Management Plan – due one week after any revisions to draft**
- 1-3. Support Materials for Meetings (e.g., agendas, minutes, presentation materials, etc.)**
- 1-4. Draft Community Participation Coordination Program**
- 1-5. Final Community Participation Coordination Program**
- 1-6. Support materials for Community Participation Programs (e.g., presentation materials, plans, studies, etc.)**

Task 2. Informal Value Analysis

To initiate the consensus building process, the **Consultant** shall perform an informal Value Analysis (VA) process as early as possible during the SR-91/I-605/I-405 Corridors Analysis Report development process. The **Consultant** should identify when they recommend scheduling the informal VA as soon as possible after the initial kick-off meeting so that meeting arrangements and appropriate resources obtained. The informal

VA process is intended to identify all potential alternatives and reach consensus with stakeholders on initial alternatives that shall be addressed in the Corridor Analysis Alternatives Evaluation Report.

Based on previous meetings with stakeholders in the SR-91/I-605/I-405 Corridors, potential conceptual alternatives likely to be identified during the informal VA process will be multi-modal and intermodal and include features that may be completed in various phases for short-range, middle-range, and long-range implementation. Among alternatives identified to date, and to be considered for feasibility, are the following (or combination of the following):

- No Build (Baseline)
- Transportation System Management (TSM) (particularly Intelligent Transportation Systems (ITS) opportunities) and Transportation Demand Management (TDM)
- Truck lanes along the SR-91, I-105, and I-605 and/or other potential freight movement corridors (using alternative goods movement technologies) within the study area shown in Figure 2
- Impact of other transportation studies on the study area shown in Figure 2
- Regional connectivity options or alternative for goods movement through the study area shown in Figure 2.
- HOV lane additions (or operational changes or additions, e.g. 3 +) to the freeways
- General Purpose lane additions along the Freeways
- “Smart Street” corridors
- Alternatives that include interchange concepts, operational issues, key intersection and/or roadway improvements, interfaces of travel modes within the corridor, and freight movement issues through the corridor

The **Consultant** shall provide recommendations to **COG** staff for review and distribution to the Study committees for alternatives to pursue further based on results of the informal VA. The **Consultant** shall analyze the approved set of initial conceptual alternatives. The analysis shall include conducting a performance and benefit assessment for the conceptual design alternatives.

The informal VA process shall be documented in a detailed report describing the entire process and identifying the alternatives that the VA team determined have the most viability for implementation. The report should include a complete description of all alternatives considered and how the team determined which alternatives are most feasible. The report must be submitted to the study team for review and distribution. Both the draft and final VA reports will be submitted to the LAC’s and CAC for reviews, input and comments. Once this input has been received the final report will be presented to the TAC and then to the CPC.

Task 2. Deliverables

2-1. Draft Report on the Informal VA Process

2-2. Final Report on the Informal VA Process

Task 3. Determine Baseline Transportation System Performance, Issues and Study Needs

A. Refine Study Area

The ***Consultant*** shall refine the study area and limits based upon discussion at the initial kick-off meeting. In general, the limits of the study shall be as shown in Figure 2. The Corridor width generally will be limited to the study area for the Freeways highlighted in Figure 2 and adjacent arterials and multi-modal interfaces with adjacent rail and bus facilities. The ***Consultant*** shall review all relevant documents and interview relevant agencies, as needed, as part of the process in determining study limits. The ***Consultant*** should clearly document rationale used in determining final study limits.

B. Develop Geographic Information Systems (GIS) Maps/Data

The ***Consultant*** shall prepare various size base maps for showing a wide range of information as the Study proceeds. All maps shall be prepared using an acceptable Geographic Information Systems (GIS) software as determined by the ***Project Manager*** and format and all relevant data gathered for the SR-91/I-605/I-405 Corridors Study shall be geocoded as “overlays” to the GIS base map and shall be used in performing impact analyses and evaluating alternatives (described in later tasks).

In addition to GIS base maps, the ***Consultant*** shall be responsible for registering an “overlay” of up-to-date aerial photography that shows sufficient area around each of the Freeway Corridors to evaluate regional transportation, land use patterns and intermodal interfaces. In addition, the ***Consultant*** shall use an electronic copy of existing detailed topographic maps of the SR-91/I-605/I-405 Freeways (to be provided by ***Caltrans***) to show the “footprint” of proposed alternatives along the SR-91/I-605/I-405 Freeway areas. Mapping format and data shall be consistent with ***Caltrans***’ standards and be comparable to a ***Caltrans***’ Project Study Report (PSR), using the English system, and using same scale and accuracy as a PSR. The ***Consultant*** shall update the maps as needed to reflect current conditions and shall use the maps, in conjunction with sufficient field research, to assist in accurately estimating potential right-of-way costs, as well as impacts to the environment and community.

C. Field Review and Compile Available Data

The ***Consultant*** shall review the Study area in the field, as often as necessary to identify issues that could affect proposed alternatives. In addition, the ***Consultant*** shall research and obtain available pertinent information and data applicable to the Study. The

Consultant shall collect and review transportation/land use related reports and studies and to identify potential relevance to, and integration into, the SR-91/I-605/I-405 Corridors Study. In addition to reviewing completed studies and projects, the **Consultant shall review relevant studies and projects planned or already underway within the SR-91/I-605/I-405 Corridors and identify any “gaps” in the transportation planning and implementation process.** A particular emphasis should be on collecting goods movement information as it related to mobility and congestion that will affect the Corridors, e.g., truck routes, restrictions, Alameda Corridor information, and data from the Ports of Los Angeles and Long Beach.

Attachment 3 provides a listing of information that may be relevant to the Study. Copies may be available (and may need to be purchased) from sponsoring agencies. Please note that it is the responsibility of the **Consultant** to retrieve, review and verify the accuracy of the information received.

In addition to sponsoring agencies, other agencies to be contacted for relevant information include at least the following:

- Other transit authorities within the corridor
- California Trucking Industry representatives
- Regulatory agencies, e.g., South Coast Air Quality Management District, U.S. Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Game, U.S. Fish and Wildlife
- Alameda Corridor Study representatives
- SCAG
- OCTA
- Metro
- GCCOG
- Ports

Using the aforementioned compiled data, the **Consultant** shall identify the need for any further data collection needs within the Corridors. For example, some supplemental data may need to be collected regarding truck volume data by classification for the Freeways and interchanges, ramps, parallel and intersecting arterials and major feeder roads. Any traffic counts needed shall comply with standard **Caltrans** procedures for such counts.

D. Evaluate Data and Determine Existing and Future Baseline Transportation System Performance

Using the compiled and collected data, the **Consultant** shall evaluate the information and determine the existing baseline transportation system performance. The **Consultant** shall also estimate future baseline transportation system performance for the year 2035 using

available data from local agencies, *Caltrans, MTA, SCAG, ACTA*, and other entities, as appropriate.

The *Consultant* shall prepare a report that thoroughly describes baseline existing and future conditions and evaluates performance. The report shall provide a detailed description of purpose and need for the Corridors Study. Among information to be described in text and in graphics (as appropriate) should be the following:

- ***Freeway and Local Roadway Conditions***
Fully describe conditions and issues associated with traffic patterns and characteristics, parking, operations, safety and design issues (e.g., right-of-way constraints, physical constraints) for the mainline freeways and relevant arterials within the study area. All options or alternatives will also consider the impacts to utilities and the use of utility corridors along the freeways or along other potential corridors through the study area.
- ***Bus Public Transit Characteristics***
Fully describe characteristics and issues, such as routes, service, safety, and operations for urban and commuter rail, express and local buses, and shuttles. Support facilities, such as park-and-ride lots, shall also be described. Information shall be provided on demographics and mobility needs of the transit-dependent population.
- ***Goods Movement (e.g., Truck, Rail, Ports, Air, Intermodal, Alternative Goods Movement Technologies)***

Truck traffic is of particular concern within the Corridors study areas and considerable effort should be made by the *Consultant* to evaluate impacts and develop solutions relating to this element of mobility and goods movement. In addition, the following should be described to the extent that the information influences goods movement characteristics within the Corridors:

- Global, national, statewide, and regional goods movement characteristics and trends
- Major “gateways” in the state
- Commercial and military airports in the state
- Major commodity origins and destinations, patterns, volumes of flow, other characteristics
- Rail yards, ports, major truck stops within the Los Angeles region
- Industrial areas and manufacturing sites within the Los Angeles region
- Freight terminal interfaces, intermodal facilities, forwarding centers, and warehousing centers

- Truck data, e.g., routes, volumes, capacity constraints, geometric limitations at intersections and on parallel routes, other characteristics
- Freight rail data, e.g., volumes, other characteristics
- Goods movement infrastructure and logistics/efficiencies of goods movement within the SR-91/I-605/I-405 Corridors, including rail facilities
- Significant information on cargo movement has been generated by the Ports, SCAG, Metro and as part of the I-710 EIR/EIS. The Consultant will research and use all these cargo goods movement volumes for the Corridor Study and only supplement as needed.

The **Consultant** will utilize the feasibility studies performed by others for alternative goods movement technologies and determine the applicability to the study area shown in Figure 2. The Consultant shall identify and evaluate possible routes for these alternative goods movement technologies (assuming they have been determined to be feasible from other studies).

The **Consultant** shall evaluate available data compiled and provide a detailed analysis of baseline existing and future system performance that shall include at least the following:

- Develop appropriate performance measures for review and approval by the **Project Manager** and **Corridors Policy Committee (CPC)**. Listed below are desired outcomes and candidate measures or indicators of these outcomes that may be appropriate to consider as part of the evaluation process.

<i>Desired Outcomes</i>	<i>Description</i>	<i>Candidate Measures/ Indicators</i>
<i>Mobility & Accessibility</i>	Reaching desired destinations with relative ease within a reasonable time, at a reasonable cost with reasonable choices.	Travel Times Delay Access to desired locations Access to the system
<i>Reliability</i>	Providing reasonable and dependable	Variety of travel
	Levels of service by mode.	Time
<i>Cost-Effectiveness</i>	Maximizing the current and future benefits from public and private transportation investments.	Benefit/cost ratio Outcome benefit per unit of cost
<i>Economic Well-being</i>	Contributing to California's economic growth	Final demand (value of transportation to the economy)
<i>Sustainability</i>	Preserving the transportation system	Household transportation

	while meeting the needs of the present without compromising the ability of future generations to meet their own needs.	costs
<i>Environmental Quality</i>	Helping to maintain and enhance the quality of the natural and human environment (particularly air quality).	National and state standards
<i>Safety and Security</i>	Minimizing the risk of death, injury, or property loss.	Accident and crime rates.
<i>Equity</i>	Distributing benefits and burdens fairly	Benefits and Burdens per income group Environmental Justice
<i>Customer Satisfaction</i>	Providing transportation choices that are safe, convenient, affordable, comfortable, and that meet customer needs.	Customer Survey
<i>Minimize Maintenance Requirements</i>	Minimizing efforts required to maintain freeway and arterial facilities as well as the maintenance needs of public transit facilities.	Maintenance costs Accident rates

- The ***Consultant*** shall develop an interview/survey form and meet with key representatives of each sponsoring, and other relevant, agency to help identify their relevant planned projects, transportation/land use issues and priorities within the corridor; to collect relevant reports, studies, and data; and to discuss potential solutions needed.
- Using the data compiled and collected, the ***Consultant*** shall identify existing and projected deficiencies on regionally significant roadways within the study area.
- The ***Consultant*** shall identify local transportation and general plan issues relevant to the Corridors Study, such as planned improvements, new or revised development plans, and existing or potential “through” traffic in jurisdictions within the study area.
- The ***Consultant*** shall identify institutional and potential environmental issues such as development/growth issues, political issues, air quality, and general plan conflicts among jurisdictions.
- The ***Consultant*** shall prepare a report that describes data compiles and collected in detail and summarizes existing transportation

issues and problems within the study area. This report shall specifically include detail regarding freeway, local circulation near the freeway, intermodal, multi-modal, and truck-related issues. Additionally, the report should identify relevant planned projects and identify such items as scope; timing; costs; cost effectiveness; funding; safety; political issues; constraints and issues associated with design, operations, right-of-way, and impacts to the environment, particularly air quality issues, hazardous wastes, noise; environmental justice, and overall impacts to the community; and economic redevelopment/land issues.

This report shall include a “purpose and need” section that considers the items above in describing why a project is being proposed. In addition, per Caltrans’ “Project Development Procedures Manual” the purpose and need statement specifically should address at least the items listed below. This section will become part of the environmental document discussed in a later task.

- Supporting legislation
- Safety
- System linkage
- Maintenance and operational deficiencies/requirements
- Demand exceeding capacity issues
- Growth and cumulative impacts
- Economic development
- Eliminate Unacceptable impacts
- Financial resources

The draft and final reports from Task 3 will also be presented to the LAC’s and the CAC for review, input and comments. After that input is received the final report will be presented to the TAC and then to the CPC.

Task 3. Deliverables:

3-1. GIS Base Maps and “Overlays” (overlays shall incorporate data gathered throughout the study)

3-2. Draft Report on Purpose and Need and System Performance (to include detailed documentation on data compiled/collected and evaluated)

3-3. Final Report on Purpose and Need and System Performance

Task 4. Corridors Analysis: Develop and Analyze Initial Conceptual Alternatives

Results of previous tasks shall be used to develop/refine a set of initial conceptual alternatives to evaluate, and fully document this evaluation in the Corridors Analysis Report.

A. Establishing Screening Criteria

The **Consultant** will work closely with the Study Committees in establishing screening criteria by which to define and evaluate the approved initial set of conceptual alternatives. Key criteria shall include such items as the ability to relieve congestion in problem areas, safety, physical/design feasibility and issues, operational issues, right-of-way impacts, preliminary determination of air quality issues and other environmental concerns, impacts to the local community (e.g., shift problem to other communities, adds more “through” trips to local arterials), and preliminary costs (capital and operational/maintenance). Evaluation shall be provided specifically regarding the feasibility of truck lanes and/or HOV lanes(s), advanced technology needs, TDM applications, bus and rail public transit service needs, local circulation adjacent to the Freeways, and freight movement needs through the corridors.

The **Consultant** shall prepare generalized, conceptual geometric engineering plans consistent with **Caltrans’** format, standards, policies and procedures for evaluating the initial set of alternatives at a Corridor Analysis level, similar to the old FTA/FHWA MIS format. Geometric concepts should include such items as small-scale strip maps, the number of lanes, lane widths, and cost estimates in sufficient detail so cost comparisons may be made between alternatives.

B. Screen Initial Conceptual Alternatives

The initial set of conceptual alternatives shall be evaluated for feasibility using the approved set of screening criteria established. Only the most feasible alternatives shall be studied further.

The **Consultant** shall prepare a detailed report that describes the entire screening process, all the issues related to alternatives evaluated, a performance evaluation and benefits analysis of alternatives.

Per **Caltrans’** “Project Development Procedures Manual,” unreasonable alternatives shall be eliminated from further consideration. The Council of Environmental Quality’s “Questions and Answers about NEPA” states that:

“Reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense...”

A project alternative may be rejected as unreasonable for any of the following reasons:

- Not meeting the project’s “purpose and need”
- Unacceptable adverse social, economic, or environmental impacts
- Economically not feasible (e.g., impact to economy if goods movement affected)
- Severe operational and/or safety problems
- A combination of the reasons listed above, that taken individually may not be significant, but would be cumulatively significant
- Previously rejected at an earlier stage in project development

Upon approval of a preliminary draft report by the Study Committees. The *Consultant* shall modify the report as needed, based on comments from the committees and *SR-91/I-605/I-405 County Freeways Corridors Policy Committee (CPC)* recommendations. The modified report shall become the draft Corridor Analysis Alternatives Evaluation Report. For the purpose of this task, the Consultant should assume at least 2 to 3 meetings with each LAC as information is developed. The LAC's will receive the draft reports to review and comment upon which will then be presented to the CAC, TAC and CPC for their review and comments.

Task 4. Deliverables:

4-1. Preliminary Draft of Corridor Analysis Alternatives Evaluation Report

4-2. Draft Corridor Analysis Alternatives Evaluation Report

Task 5. Evaluate Future Mobility Based on Screened Alternatives

The *Consultant* shall estimate and evaluate the impacts of only the approved screened alternatives on future mobility within the SR-91/I-605/I-405 Corridors by performing travel demand forecasting modeling. The *Consultant* shall meet with the *Project Manager* and technical subcommittee of the Corridors Policy Committee (consisting of modeling experts from *Caltrans, SCAG, MTA, Gateway Cities, and the Ports of Long Beach and Los Angeles*) to discuss draft methodology report outline, overall modeling issues, sources of information, agency expectations, deliverables, etc. At least the following should be addressed when developing the methodology:

- Mobility along the Freeways in the study area
- Truck traffic along the Freeways and adjacent arterial network (within the study area, specific limits shall be defined in meetings with the technical subcommittee)
- Multi-modal travel characteristics (including urban rail service and bus routes/services)
- Alternatives considered in other modeling studies (e.g., Alternative Goods Movement Technologies, I-710 Truck Lanes)
- Mobility along adjacent arterial network, e.g., turn movements, etc. (within study areas, specific limits shall be defined in meetings with the technical subcommittee)

Based on the above, the methodology should involve both a regional analysis based on *SCAG's* most current regional model to evaluate the multi-modal travel characteristics and development of a focused sub area model to evaluate local circulation within the Corridors.

SCAG has agreed to perform the regional analysis required for the SR-91/I-605/I-405 Corridors Study. **SCAG** will be performing the following tasks as part of this analysis, using their new regional travel demand forecast model and Heavy Duty Truck Model:

- Provide regional information for base year (2005) and projected baseline transportation system for year 2035.
- Code regional highway and transit networks for the various approved, screened alternatives for base year and year 2035.
- Run model for base year and future years for each alternative.
- Perform all necessary post-model adjustments and analysis for each alternative and year (including air quality analysis)
- Prepare a report describing methodology and summarizing results, generating all summaries and analysis required, assessing impacts of the various alternatives on the regional system.

The **Consultant** shall use **SCAG**'s regional travel demand forecast model and Heavy duty Truck Model as the basis for developing a focused, sub area model. **SCAG** will provide the regional zone system, vehicle (origin/destination) trip tables as well as base year and future year highway networks (all four time periods networks and all modes of travel). The **Consultant** is responsible for performing all sub area model runs and must receive approval on methodology from the **Project Manager** and the **Corridors Policy Committee** sub-committee prior to commencement of modeling related activities.

Consultant shall specify software package(s) they propose to use for the sub area model. The exact east-west study limits of the focused area shall be delineated based on a consensus building process along the stakeholders within the region and, ultimately, decided upon by the **Project Manager** and **Corridors Policy Committee**. Besides the limitations imposed by funding constraints, listed below are some of the other factors that shall be considered in defining study limits:

- Consider an area as shown in Figure 2
- Major activity centers, trip generators and attractors
- Major industrial complexes, intermodal facilities, ports and other facilities associated with major truck activities
- Existing freeway and local network traffic congestion areas, e.g., bottlenecks, etc.
- Interrelationships among nearby transportation facilities, e.g., freeways, arterials, freight railroad lines, urban and commuter railroad lines, airport, as well as express and major local bus routes within the corridor. In particular, the interrelationship between the Freeway Corridors and Alameda Corridor improvements will need to be evaluated.
- Major planned land use development projects.

- The sub area network and zone system within the corridor shall provide sufficient detail to support estimation of peak hour and average daily traffic (ADT) on the freeway and local network segments, ramp locations, and key intersections.
- The *Consultant* shall coordinate with the Ports of Long Beach and Los Angeles to obtain appropriate trip tables, etc., available from a focused sub area model performed (using a previous version of *SCAG*'s regional model) within the vicinity of the ports for their Transportation Master Plan (TMP).
- The *Consultant* shall collect current traffic counts from each respective jurisdiction in the study area for purposes of model validation and post model adjustments. The model shall be validated to match these current traffic count volumes at screen lines determined by the technical sub-committee.
- The corridor shall be evaluated for special trip generators that may significantly influence travel characteristics.
- The *Consultant* shall perform the necessary network and zone adjustments to the regional network for the baseline, focused sub area model. *SCAG* has agreed to run their regional and truck models with these adjustments in order to produce "compressed" data. The resulting compressed data will then be provided to the *Consultant* for sub area modeling runs, which will be reviewed and concurred with by local jurisdictions.
- The *Consultant* shall apply post-model adjustment procedures to all highway related traffic projections that are consistent with guidelines specified in the Transportation Research Board, National Cooperative Highway Research Program Report 255.

Caltrans and the *Corridors Policy Committee* shall assume unconditional ownership of the sub area model after it is developed. Furthermore, *Caltrans* District 7 shall assume unconditional ownership of any new equipment acquired specifically for the SR-91/I-605/I-405 Corridors study, e.g., computer workstation, etc., upon completion of this study. Any equipment turned over to the State shall be shipped, installed, and set up to enable immediate "turn key" usage by State employees.

The *Consultant* shall prepare a report to document proposed focused sub area travel forecasting methods, assumptions, and supporting analytical procedures for evaluating alternatives. The report shall be submitted for review and approval by the *Project Manager* and the *Corridors Policy Committee*.

The **Consultant** shall also prepare a report on travel demand forecasting results. The report shall include **SCAG's** regional analysis and an evaluation of the future year baseline transportation conditions with the alternatives to determine which alternative(s) provide the most benefits to the regional system. This report shall also be submitted to **MTA Project Manager** with copies for distribution for review and approval by the **Corridors Policy Committee**.

The draft and final reports from Task 5 will also be presented to the LAC's and the CAC for review, input and comments. After that input is received the final report will be presented to the TAC and then to the CPC.

Task 5. Deliverables:

5-1. Draft Methodology Report

5-2. Final Methodology Report

5-3. Draft Travel Demand Forecasting Analysis Report

5-4. Final Travel Demand Forecasting Analysis Report

Task 6. Evaluate Costs and Identify Potential Funding Strategies

The **Consultant** shall compare and evaluate the costs among the screened alternatives and identify the cost effectiveness of each alternative. In addition, a detailed analysis shall be performed to identify and evaluate potential funding strategies.

The **Consultant** shall compare and evaluate the costs among the screened alternatives and identify the cost effectiveness of each alternative. In addition, a detailed analysis shall be performed to identify and evaluate potential funding strategies.

The **Consultant** shall prepare a detailed report that contains at least the topics listed below:

- Identify costs associated with each element of each alternative (e.g., Highway Element, Bus Public Transit Element, TSM/TDM Element, etc.), using standard methodologies employed by **Caltrans** for calculating costs. Estimated capital, operations, and maintenance costs should be clearly identified.
- A detailed cost/benefits analysis and cost effectiveness among alternatives shall be performed.
- An in-depth analysis that thoroughly reviews funding opportunities and challenges through potential traditional and non-traditional funding sources. The analysis should describe potential funding sources for various elements of each alternative and discuss the applicability and feasibility of these various funding sources for implementing the alternatives. The analysis should also include a detailed evaluation of existing and proposed sources of revenues and a cash flow analysis. The **Consultant** should consider funding strategies in which implementation of

alternatives is phased over time; portions that could be funded and implemented within the near future, within the next ten (10) years, and describe elements that may not be fundable until the 2035 or later.

- Identification of requirements for applications for local, state, and federal funds.

This report shall be submitted for review and approval by the **Project Manager**, with input from the Study committees.

Task 6. Deliverables:

6-1. Draft Report on Cost Evaluation and Financial Strategies

6-2. Final Report on Cost Evaluation and Financial Strategies

Task 7. Tier I Environmental Document

The **Consultant** shall prepare a Tier I level environmental document, an environmental impact report/environmental impact statement (EIR/EIS) for the screened alternatives. The environmental analysis shall be in conformance with current requirements of the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), as well as with **Caltrans**, FHWA, and Corridor Study guidelines and requirements. Proposed **Consultant** products shall include, but not be limited to at least the following:

- Preliminary Draft Environmental Evaluation
- Final Preliminary Environmental Evaluation
- Notice of Preparation (NOP), Notice of Intent (NOI), and Notice of Initiation of Studies (NOIS)
- Screencheck Draft Tier EIR/EIS (a preferred alternative shall be identified at this stage in the environmental process, see next task)
- Draft Tier I EIR/EIS
- Response to Comments
- Prepare Draft/Final Relocation Study
- Final Tier I EIR/EIS
- Notice of Determination/Record of Decision (ROD)
- Public Hearing Announcements, Presentation Materials, and Record of Meeting

The level of analysis shall be based on requirements for “Tier I” environmental document; it is assumed more detailed environmental analysis will be needed at a later stage in the project development process (not included in this contract). Please note that among the specific products and studies that shall be part of the environmental analysis for the SR-91/I-605/I-405 Corridors Study are the following:

- Area of Potential Effects mapping
- Floodplain Evaluation Report
- Air Quality Report
- Traffic/Circulation Impact Report
- Hazardous Materials/Waste Initial Site Assessment
- Visual Impact Assessment Report
- Noise Report
- Archaeological Survey Report
- Historic Architectural Survey Report
- Historic Property Survey Report
- Wetlands Delineation and Special Biological Surveys (if needed)
- Relocation Impact Study
- Environmental Justice Analysis and Demographics

All products developed in this task shall be reviewed and approved by the Project Manager, with input from the Study Committees.

The draft and final reports from Task 6 will also be presented to the LAC’s and the CAC for review, input and comments. After that input is received the final report will be presented to the TAC and then to the CPC.

Task 7. Deliverables

- 7-1. Preliminary Draft Environmental Evaluation***
- 7-2. Final Preliminary Environmental Evaluation***
- 7-3. NOP, NOI, and NOIS***
- 7-4. Screencheck Draft Tier I EIR/EIS***
- 7-5. Draft Tier I EIR/EIS***
- 7-6. Response to Comments***
- 7-7. Prepare Draft/Final Relocation Impact Study***
- 7-8. Final Tier I EIR/EIS***
- 7-9. Notice of Determination/Record of Decision (ROD)***
- 7-10. Public Hearing Announcements, Presentation Materials, and Record of Meeting***

Task 8. Prepare Geometric Engineering Plans and Cost Estimates for Screened Alternatives

A. Formal Value Analysis

A formal VA will need to be performed, consistent with *Caltrans'* most current policies, procedures and guidelines. The *Consultant* should identify when they recommend scheduling the formal VA as soon as possible after the initial kick-off meeting so that the Study may be added to the State-wide VA program and appropriate *Caltrans* staff resources may be scheduled.

B. Preferred Alternative Development

Based on results of previous tasks, the consultant, under the guidance of the Project Manager and the SR-91/I-605/I-405 Technical Advisory Committee, shall develop a preferred alternative. This may consist of one or a combination of the previously evaluated alternatives. At least the following shall be included in the report:

- Detailed evaluation of screened alternatives and a description of the issues relating to how the preferred alternative evolved, why this alternative was selected.
- Matrix of all elements of the preferred alternative (e.g., proposed infrastructure, service, and operational improvements as they relate to the freeway mainline and interchange improvements, rail and bus transit, goods movement, etc.) and key issues influencing implementation, etc.
- Matrix showing estimated project cost estimated for each element of the preferred alternative, funding status, implementation status (e.g. potential for near-term, medium-term, or long range implementation), potential funding options

A consensus building process will commence to receive input and recommendations regarding the proposed alternative or strategy. The *Consultant* shall provide support at all meetings for presenting the proposed strategy to the SR-91/I-605/I-405 Study committees, other agency meetings, and to the public to solicit comments.

The *Consultant* shall add results of the consensus building efforts to the draft Corridor Analysis Alternative Evaluation Report review and approval by the Project Manager and the *Corridors Policy Committee*.

C. PSRs/PSR Equivalent Documents

Using the proposed projects identified within the preferred alternative, the *Consultant* shall develop cost estimated and other criteria necessary to assist the Project Manager and the Study committees in determining for which of these projects the *Consultant* shall proceed in preparing PSR and/or PSR equivalent documents. All aspects of preparing the PSR level programming documents shall be done in accordance with current policies, procedures, practices, standards, guidelines, and regulations that apply to *Caltrans'* project development process for state facilities and the comparable process for local projects.

It is estimated that approximately twenty-five (25) percent of the Study budget will be used for developing the PSR(s) and/or PSR equivalent documents that is/are logically segmented for programming transportation projects.

The engineering analysis shall include interchanges within the Study area, as well as all undercrossings and overcrossings. Consistent with **Caltrans'** PSR requirements, concept geometrics shall include developing cross sections, preliminary staging plans/detours, strip maps, right-of-way requirements, and rehabilitation strategies. Some basic design features that must be identified include the following:

- Land width, shoulder width, and bridge width
- Design speed
- Cross slope
- Grade
- Superelevation
- Stopping sight distance
- Horizontal and vertical alignment
- Horizontal and vertical clearance
- Bridge structural capacity

The concepts shall be to full design standards, but also consider non-standard specifications where appropriate (the **Consultant** shall prepare a **Caltrans'** fact sheet for non-standard specifications) and should be illustrated by cross sections and drawn on photogrammetric base mapping where the edge of pavement and approximate right-of-way lines shall be shown. Profiles for freeway alternatives are needed along the entire project length. In compliance with **Caltrans** procedures, a structure Advance Planning Study shall be conducted for freeway alternatives that would require modification and/or construction of structure(s).

It is anticipated that some of the conceptual engineering analysis will already be available for arterial related improvements from previous studies, such as the work performed for MTA/SCAG in their "Southeast Sub-Regional Traffic Signal System Coordination Project."

For arterial alternatives not directly within the study area, analysis shall merely supplement available data. Please note that proposed improvements for major parallel arterial facilities will be staged to occur prior to SR-91/I-605/I-405 Freeways infrastructure enhancements so that these roads may serve as key detour routes in the proposed Transportation Management Plan the **Consultant** shall be developing for the preferred alternative to mitigate traffic congestion during freeway construction activities.

The **Consultant** shall prepare a detailed preliminary draft report that describes the entire process of identifying the initial set of conceptual alternatives, establishing screening criteria, screening initial conceptual alternatives, and all information developed for alternatives. Key transportation elements for each alternative, and underlying

assumptions, shall be clearly described. The report should also include a detailed performance and benefits assessment of all alternatives considered.

Upon approval of the above preliminary draft report by the Study Committees, the **Consultant**. The **Consultant** shall modify the report as needed, based on their comments and the **Corridors Policy Committee (CPC)** recommendations. The modified report shall become the draft Corridor Study Alternatives Evaluation Report to be finalized later in the SR-91/I-605/I-405 Corridors Study.

D. Cost Estimates

The **Consultant** shall prepare cost estimates for the preferred alternative as required for PSR development. Cost estimates shall be based on such costs as those identified from preliminary engineering plans, structure cost estimates, and costs associated with right-of-way, utility, and railroad impacts.

The procedure outlines below shall be followed to the extent feasible for cost estimates relating to right-of-way, utility relocation assessment, and railroad impacts for the alternatives.

- The estimator(s) must be qualified and these qualifications must be clearly described in detail in the proposal and will be subject to approval by **Caltrans** District 7's Right-of-Way (R/W) Division.
- The proposal shall include a detailed description of the methodology the **Consultant** proposes to employ in formulating cost estimates, a list of their experience with estimating R/W, utility, and railroad costs for major capital projects, and a list of references for previous estimating work. In particular, the **Consultant** shall describe their approach in determining when parcels would be considered as full take versus partial takes. The proposal should include a sample of the work sheet and estimates performed previously for major projects.
- The proposal should include a list of sources of information typically used when developing the type of cost estimated needed for the Study and how the data will be applied to this Study.
- Please note that the estimates must be based on individual units, and not "clusters" of units, unless written the R/W Division for this approach gives approval
- The estimator's work must be in acceptable format and in compliance, and conformance with current applicable State standards, practices and procedures. To facilitate this, a meeting for the **Consultant** estimator(s) with the COG Study Project Manager and the appropriate R/W management and staff shall occur prior to the commencement of cost

estimate tasks. Objectives of the meeting shall be to establish *Consultant* expertise, discuss *Caltrans*' issues and concerns, and to agree upon the logistics for samples of work to be periodically, and randomly, evaluated by *Caltrans* R/W staff.

- Cost estimates must be completed in accordance with the most current, updated version of the State R/W Manual and federal regulations.
- The *Consultant* shall provide a R/W Data Summary for submittal, review, and approval by *Caltrans* District 7's R/W Division and any revisions needed shall be at the consultants' expense.
- The *Consultant* shall also provide excel "worksheets" (both electronic and hard copy format) that clearly identify details regarding each potential property cost estimate.
- Color, digital photographs (clearly labeled with address information and in both an acceptable electronic file and hard copy format) shall be provided of each potential property take.
- Mapping showing R/W data shall include the following:
 - Proposed improvements
 - Property ownership
 - Assessor's parcel numbers (APNs)
 - Size of each parcel
 - Proposed R/W lines
 - Access control
 - Easements (permanent & temporary)
 - Significant property ingress modifications
 - Utilities
 - Railroad facilities

The *Consultant* shall provide support, as needed, in presenting the corridor analysis, preferred alternative and PSR information to the public and shall modify the Draft Corridor Analysis Alternative Evaluation Report (to become the Final Corridor Analysis Alternatives Evaluation Report) and the Preliminary Draft PSR(s) as needed, based on

public comments and Study committees' recommendations. The modified Preliminary Draft PSR(s) shall become the Draft PSR(s), and upon final approval by the Project Manager and the Corridors Policy Committee, the Draft PSR(s) will become the Final PSR(s).

E. "Pre-PSR" Documentation

Recognizing that the Study does not have sufficient funds to prepare PSR/PSR equivalent documents for each improvement proposed within the preferred alternative that requires this type of programming document, the consultant shall perform a less detailed, initial analysis of selected projects that have been judged by policy makers to be of sufficient priority to require this analysis. The intent is to perform an "intermediate" level of analysis that provides agencies with enough information to secure additional funding to perform the PSRs/PSR equivalent studies and begin the project development process.

It is estimated that approximately five (5) percent of the Study budget will be used for developing "pre-PSR" documents. The documents may become "fact sheets" that include at least the following information:

- Brief project description and scope (location, termini, proposed actions, anticipated environmental document requirements, etc.)
- Project need and purpose (e.g., how project would impact mobility, air quality, etc.)
- Project costs (e.g., construction costs as well as the project development documents such as PSR/PSR equivalent document, environmental documentation/engineering design plants, etc.)
- Potential implementation schedule

The consultant shall prepare a draft of the documents described above that shall be reviewed and approved by the Project manager and the Corridors Policy Committee. The **Consultant** shall incorporate proposed revisions into a final version of these documents.

The MCS consultant should assume presentation of the materials from this task to each LAC at least four scheduled meetings and to the CAC at least two scheduled from this task meetings for their review, input and comments. Two meetings to present the same material to the TAC and CPC should also be assumed. In addition meetings should also be assumed with staffs of the cities as the material prepared in this task is being developed.

Task 8. Deliverables:

- 8-1. Revised Draft of Corridor Analysis Alternatives Evaluation Report**
- 8-2. Final Corridor Analysis Alternatives Evaluation Report**
- 8-3. R/W Mapping, Data Sheets and Worksheet Information**
- 8-4. Draft Engineering Plans and Cost Estimates for PSR(s)**
- 8-5. Preliminary Draft PSR/PSR equivalents**
- 8-6. Draft PSR/PSR equivalents**

- 8-7. Final PSR/PSR equivalents***
- 8-8. Draft “Pre-PSR” documents***
- 8.9 Final “Pre-PSR” documents***

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SCOPE OF WORK
SOUTHEAST LOS ANGELES COUNTY
SR-91/I-605/I-405 FREEWAYS CORRIDOR STUDY
ATTCHMENT 1
REGIONALLY SIGNIFICANT TRANSPORTATION INVESTMENT STUDY
SCAG PROCEDURES MANUAL

The following is manual developed by SCAG that details the procedures to follow when preparing a RSTIS evaluation for purposes of justifying transportation investments in Southern California and is to be followed for the preparation of the Major Corridors Study. A RSTIS report was prepared to justify a request for a RSTIS Peer Review. A copy of that report is available upon request.

**SCOPE OF WORK
SOUTHEAST LOS ANGELES COUNTY
SR-91/I-605/I-405 FREEWAYS CORRIDOR STUDY
ADDITIONAL REQUIREMENTS
ATTACHMENT 2**

The **Consultant** shall conform to the following Terms and Conditions and/or requirements in executing the scope of work for this contract:

- The data, documents, reports, plans and estimates will be reviewed by **COG** for conformity with **SCAG** Design Standards and other applicable guidelines, policies and procedures. Reviews as stated above do NOT include detailed review or checking of design of major components and related details or the accuracy with which such designs are depicted on the plans. The responsibility for accuracy and completeness of such items remains solely that of **Contractor**. **Contractor** or its subcontractors shall not incorporate in the design materials or equipment of single or sole source origin without written approval of Project Management.
- Technical reports and studies shall include, but not be limited to, advance planning studies, geometric design alternatives, traffic reports, materials information, hazardous waste site assessments, conceptual preliminary alternative reports, preliminary environmental reports, and fact sheets.
- The page identifying prepares of engineering reports and each engineering drawing, shall bear the professional seal, certificate number, registration classification, expiration date of the certificate and signature of the professional engineer(s) responsible for the preparation. Environmental reports not requiring engineering service need not be so identified.
- **Contractor** shall designate a **Surveys Manager** who will coordinate the Contractor's surveying operations. The Surveys Manager shall be responsible for all matters related to the **Contractor's Project Manager**.
- **Contractor** shall apply for an **Encroachment Permit** prior to entering the State Highway right-of-way for field checking of existing conditions or for any other purpose. The Encroachment Permit shall be issued to the **Contractor** by **Caltrans** at no cost.
- All elements of the project shall be considered for least cost alternative analysis (value engineering) throughout the development of the PSR. Also, **Contractor** to include in the PSR an incremental cost/benefit analysis for the various proposed improvements.
- **Contractor** to prepare a minimum project alternative and identify modular segments.
- **Contractor** shall implement and maintain the following quality control procedures during the preparation of reports and documents relating to this Project. **Contractor** shall have a quality control plan in effect during the entire time work is being performed under the project contract. Evidence

that the quality control plan is functioning may be requested by local or state officials and **Project Management**.

- **Contractor** shall maintain a set of project files, which shall be indexed in accordance with **State's Project Development Uniform File System**.
- **Contractor** shall establish a **local office within Los Angeles County** or will make other acceptable arrangements to facilitate review of the **Contractor's** work by **Project Management** and **insure accessibility of interested local agencies and the public**.

SCOPE OF WORK
SOUTHEAST LOS ANGELES COUNTY
SR-91/I-605/I-405 FREEWAYS CORRIDOR STUDY
ATTACHMENT 3

Information that may be relevant to the Study includes the following list:

- Studies, reports completed, underway or planned. Examples include the following (Scope of Work includes other relevant studies):
 - Truck lane feasibility studies
 - **SCAG**'s, "Potential Terminal Island Freeway-San Diego Freeway Connector" and other relevant **SCAG** studies
 - **MTA/SCAG**'s, "Southeast Sub-Regional Traffic Signal System Coordination Project;" **MTA**/Gateway Cities COG's, "Southeast Bus Restructuring Study" and other **MTA** studies within the corridor
 - Alameda Corridor Studies
 - Gateway Cities COG's, "Gateway Cities Trucking Study", "Major Transportation Investment Analysis", "Empty Ocean Container Logistics Study", and other Gateway Cities COG studies
 - City of Los Angeles Department of Transportation's, "Improving Truck Movements in Urban Industrial Districts" and other related studies
 - Port of Long Beach and Los Angeles' "Transportation Master Plan" and other related studies
 - **Caltrans**' route/transportation concept reports, etc.
- Environmental documents, environmental constraints
- Project Study Reports and other engineering reports
- General Plans, Congestion Management Program, and other transportation and land use planning and programming documents
- Committed and planned transportation improvements
- Government policies
- High Occupancy Vehicle (HOV) guidelines
- Local standards and guidelines
- Data on trucks, freight
- Goods movement data, e.g., commodity flow data
- Existing and proposed intermodal facilities
- Trends in truck and rail freight movement in the region and corridor
- Transit information on commuter rail, urban rail, express bus, local bus, and shuttle services, etc.
- Existing and proposed park-and-ride facilities
- Highway inventory of physical features of roadways, e.g., structures, number of lanes, capacities, parking, truck restrictions, signalization, etc.
- Existing data on operational characteristics of freeway and local roadways, e.g., locations where at grade freight and/or passenger train crossings significantly impact mobility

- Travel demand forecast data
- Recent traffic counts, level of service data, etc.
- Accident data on freeway and arterials
- Vehicle occupancy data
- Existing and forecast land use data
- Socioeconomic data, including special generators
- Maps and aerial photographs
- Survey control data and maps
- Topographic maps (CADD maps)
- Right-of-way maps for State highways and local roadways
- As-built plans
- Contract plans
- Geotechnical information
- Materials Reports
- Pertinent correspondence

**SOUTHEAST LOS ANGELES COUNTY
SR-91/I-605/I-405 FREEWAYS CORRIDOR STUDY
COMMUNITY PARTICIPATION
SCOPE OF WORK
ATTACHMENT 4**

To be provided in the future.